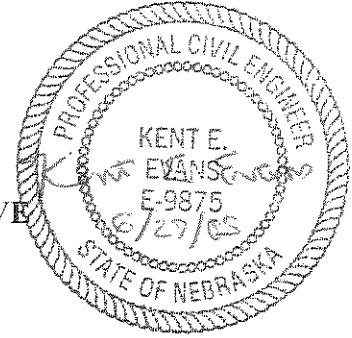


ADDENDUM NO. 1
PAVING PROJECT 701393
ASHBROOK DRIVE / NORTHSORE DRIVE
SPEC. NO. 05-164



TO ALL PROSPECTIVE BIDDERS:

The quantities and special provisions for the above referenced project are hereby amended to include the following items:

1. The following changes have been made regarding the Summary of Quantities and General Notes:

Remove the following statement from the General Notes section:

“Build Fabric Silt Fence Approx. 5 Feet Beyond Toe of Earth Fill as Shown On Plans. See L.S.P. 180.”

A revised Summary of Quantities and General Notes sheet will be supplied to the successful bidder.

2. The following changes have been made regarding the Typical Sections:

Change the following item from the first Typical Sections sheet (page 3):

Remove the description “6” Concrete Pavement” for callout number 1 of the legend and replace with “7” Concrete Pavement”.

A revised Typical Sections sheet will be supplied to the successful bidder.

3. Remove the Special Provisions from the Bid Package and replace with the revised Special Provisions included. The revised Special Provisions specify that no payment shall be made for Temporary Surfacing and that it shall be considered subsidiary to other items of work.

All other terms and conditions remain unchanged.

Dated this 27th day of June, 2005.

Purchasing Department,

Mary L. Long
Assistant Purchasing Agent

Signed Acknowledgement

**SPECIAL PROVISIONS
TO THE
CITY OF LINCOLN
STANDARD SPECIFICATIONS**

**Ashbrook Drive/Northshore Drive
City of Lincoln**

Project No. 701393

These Special Provisions amend or supplement the City of Lincoln Standard Specifications for Municipal Construction, 1999 Edition, and other provisions of the Contract Documents as indicated herein. All provisions that are not so amended or supplemented remain in full force and effect.

GENERAL PROVISIONS AND REQUIREMENTS

PERMITS:

The Contractor shall be responsible for being familiar with, and complying with permitting regulations applicable to the construction materials and work items included in the project. This includes, but is not limited to, permits regarding N.P.D.E.S. and Section 404.

PHASING:

Unless otherwise specified herein, Berean Church Drive shall remain open to two-way traffic during scheduled church service hours only. This may be done through use of a temporary access in a manner approved by the Engineer. The Contractor shall notify the owner at least 1 week in advance to driveway closure and 48 hours in advance of the need to shift traffic to temporary surfacing.

The project has been divided into 3 phases for construction. Work on Phase 3 of the project may be done concurrently with work on Phase 2. Work on Phase 2 or Phase 3 may not be done until all work on Phase 1 is complete and the new driveway access has been opened to the traveling public.

- A. Phase 1 - Ashbrook Drive, Sta. 102+00.00 to Sta. 104+10.15.
 - 1. Work on this phase shall include all storm drainage items and any paving items within the specified limits for the project.
 - 2. During construction of this phase, Berean Church Drive shall remain closed, except during hours of Sunday church service operations.

3. Sediment & Erosion Control work shall be done immediately following storm drainage and paving work.

B. Phase 1 - Berean Church Drive, Station 198+61.48 to Sta. 199+73.50.

1. During construction of this phase, Berean Church Drive shall remain closed, except during hours of scheduled Sunday church service operations.

2. Sediment & Erosion Control work shall be done immediately following storm drainage and paving work.

C. Phase 1 - Temporary Surfacing

1. Construction of temporary surfacing, as shown on the plans, will occur should the contractor not be able to open the new access to Berean Church Drive to the traveling public by the end of the day on Saturday August 13th, 2005.

2. Once Phase 1 paving has been completed the Contractor will remove all temporary pavement and seed all disturbed areas as directed in the plans.

D. Phase 2 - Ashbrook Drive, Station 104+10.15 to Sta. 109+93.15.

E. Phase 3 - North Shore Drive, Station 18+82.99 to Sta. 20+87.88.

1. During construction, two-way traffic shall be maintained at all times on West Shore Drive and Dougan Rd.

HOURS OF WORK:

For the duration of the project, Contractor's operation of heavy equipment will be limited to between the hours of 7:00 a.m. and 8:00 p.m. on Monday through Saturday of each week.

SCHEDULE:

The following are the schedules of construction for the various phases of the project.

Phase 1: August 8, 2005 to August 20, 2005.

Phase 2: August 22, 2005 to September 24, 2005.

Phase 3: August 22, 2005 to September 24, 2005.

LIQUIDATED DAMAGES:

If the Contractor fails to complete the construction phase within the calendar dates allowed in the SCHEDULE section of these Special Provisions, liquidated damages in the amount of \$1500/day will be charged for each calendar day that the work is not substantially complete as defined in the PHASING section of these Special Provisions.

MOBILIZATION:

A. Mobilization

This work shall consist of preparatory work and operations associated with the necessary movement of personnel, equipment, supplies and incidentals to the project site and for all the work and operations which must be performed or costs that are necessarily incurred prior to commencing the work. The Contractor shall include all expected costs for movement of his and any subcontractors' equipment and material necessary to prosecute the work to completion, including any demobilization. Additional payments will not be made for interruptions in the prosecution of the project or if the Contractor fails to adequately assess the actual costs of mobilization.

B. Basis of Payment:

No measurement is required. Fifty percent of the bid item for mobilization will be paid with the initial pay estimate. The balance of the bid item for mobilization will be paid when twenty percent of the value of the work has been completed. *The bid amount for mobilization cannot exceed ten percent of the total bid amount (including mobilization).*

BONDING PERIOD:

The City of Lincoln Standard Specifications, General Provisions and Requirements has been amended as follows:

III. Award and Execution of Contract.

B. Construction Performance and Construction Payment Bonds and Execution of Contract.

Within **five (5) days** after the acceptance of the bid, the successful Bidder must execute a written Contract between the Bidder and the City, Which Contract will incorporate the City's Contract Documents and be on forms provided by the City, Construction Performance and Construction Payment Bonds, in a sum not less

than the contract price, executed by the Bidder and by a corporate surety company authorized to transact business in the State of Nebraska.

PAVEMENT CONSTRUCTION AND RECONSTRUCTION

The Contractor shall provide High Early Strength Portland Cement Concrete for use at roadways and drives as directed by the Engineer to facilitate access to adjacent properties or opening of the roadways. High Early Strength Portland Cement Concrete for roadways and drives shall be City of Lincoln L5500 Concrete.

The Contractor, at his option, may elect to use the High Early Strength Concrete at other locations to facilitate his operations, subject to approval of the Engineer. Additional payment will not be made over and above the unit price bid for Concrete Pavement, for use of High Early Strength Concrete under these circumstances.

Payment for High Early Strength Concrete as shown on the plans shall be in accordance with the appropriate pay item and contract unit bid price. To facilitate construction of the project, the Engineer may direct the Contractor to use High Early Strength Concrete at locations other than those shown on the plans.

At locations where the contract has not established a unit price for the type and thickness of the High Early Strength Portland Cement Concrete to be constructed, the Contractor shall receive an additional payment of \$11.00 per cubic yard, in addition to the unit price specified for the type and thickness of the concrete pavement shown on the plans, for use of High Early Strength Portland Cement Concrete Pavement that is authorized by the Engineer, based upon the in-place volume of the concrete which is constructed.

The in-place volume of the concrete shall be calculated using the depth shown on the plans or shall be the depth specified by the Engineer.

TEMPORARY SURFACING

The Contractor shall maintain access to Berean Church Drive during scheduled Sunday church service operations. This may require temporary rock surfacing, millings, compacted earth or other suitable methods to maintain access. The Contractor is encouraged to use granular material that would otherwise be used on site for foundation course or pipe bedding. Temporary surfacing will not be measured for payment but shall be considered subsidiary to other items of work. Removal of temporary surfacing to allow construction of the new pavement or grading adjacent to the roadway shall not be measured for payment but shall be considered subsidiary to other items of work.

CONSTRUCTION SITE ENTRANCE

For further details regarding Construction Site Entrance, please refer to Lincoln Standard Plan No. 176.

SEDIMENT AND EROSION CONTROL

The erosion and sediment control measures shown on the plans were put in place to minimize erosion and minimize discharge of sediment in stormwater runoff. An updated copy of the erosion and sediment control plan shall be available on-site during construction of the area. If during construction these measures prove to be inadequate in controlling erosion and sediment discharge or if it is determined that areas not identified on the plan are in need of erosion or sediment control, measures will be put in place as directed by the Engineer.

The following is a general description and phasing of the erosion and sediment control measures used for this project.

EROSION CONTROL MAT:

Erosion Control Mats shall be placed in areas where the soil is being eroded by stormwater runoff as shown on the plan or as directed by the Engineer. Installation of the Erosion Control Mat will take place as soon as construction will allow and after the seeding has been completed per the Erosion Control Mat special provisions. Erosion control mats shall be inspected and reset if necessary during construction for this project.

INLET PROTECTION:

Stormwater inlets that have been constructed and which do not have pavement adjacent to the inlet opening shall have Type I Storm Drain Inlet Protection installed immediately after construction of the inlet per LSP 178.

SEEDING:

Seeding shall be completed as soon as grading will allow and before the installation of the Erosion Control Mat. Mulch shall be applied to all areas not covered with an Erosion Control Mat as specified in the standard specifications.

TYPE I EROSION CONTROL MAT:

A. General:

Type I Erosion Control Mat shall be S75 as manufactured by North American Green, or equivalent as directed by the Engineer. The erosion control mat shall be constructed of 100% agricultural straw covered with a photodegradable polypropylene net having an approximate 0.5 x 0.5 inch net size. Straw Erosion Control Mats will be installed to prevent erosion along slopes after grading and seeding have been completed

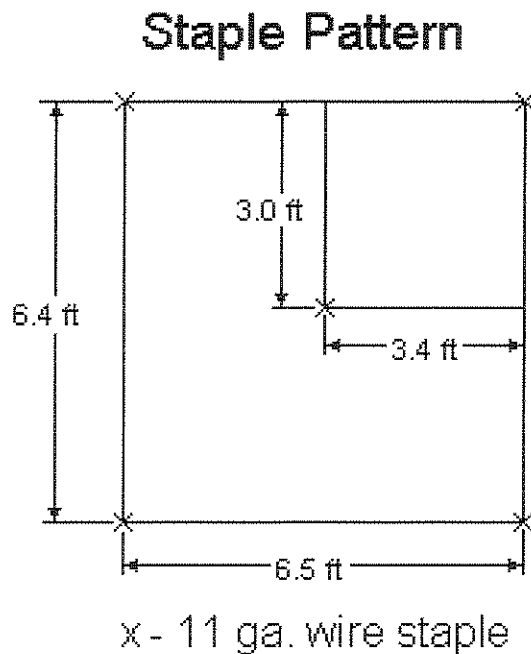
B. Installation:

Installation should occur as soon as construction will allow after seeding or as directed by the Engineer. Staples for installation of the erosion control mat will be No. 11 gauge wire and at least six to eight inches long. Staples will be placed according to the staple pattern shown below:

C. Method of Payment:

The unit price for Type I Erosion Control mat will be measured in square yards. The work will include furnishing, installing, and maintaining the erosion control mat.

Staple Pattern:



TYPE II EROSION CONTROL MAT:

A. General:

Type II Erosion Control Mat shall be C125 as manufactured by North American Green, or equivalent as directed by the Engineer. The erosion control mat shall be a machine produced mat of 100% coconut fiber. The material shall be of a consistent thickness and evenly distributed over the entire matting. The material shall be covered on the top and bottoms sides with a heavyweight polypropylene netting with an approximate 0.63 x 0.63 inch mesh. The blanket shall be sewn together on 1.5 inch centers with a UV stable polypropylene thread. Type II Erosion Control Mats will be installed in road side ditches after grading and seeding have been completed

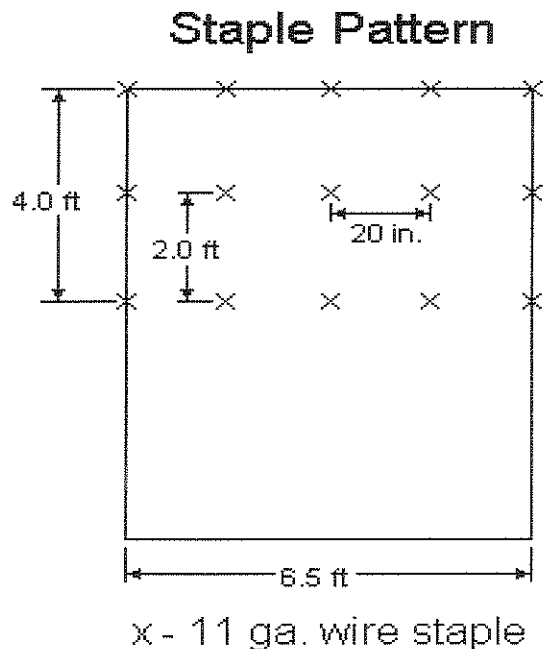
B. Installation:

Installation should occur as soon as construction will allow after seeding or as directed by the Engineer. Staples for installation of the erosion control mat will be No. 11 gauge wire and at least six to eight inches long. Staples will be placed according to the staple pattern shown below

C. Method of Payment:

The unit price for Type II Erosion Control mat will be measured in square yards. The work will include furnishing, installing, and maintaining the erosion control mat.

Staple Pattern:



TYPE III EROSION CONTROL MAT:

A. General:

Type III Erosion Control Mat shall be SC150 as manufactured by North American Green, or equivalent as directed by the Engineer. The erosion control mat shall be a machine produced mat of 70% straw and 30% coconut fiber. The material shall be of a consistent thickness and evenly distributed over the entire matting. The material shall be covered on the top side with a photodegradable polypropylene netting with an approximate 0.63 x 0.63 inch mesh and on the bottom side with a photodegradable polypropylene netting with an approximate 0.5 x 0.5 inch mesh. The blanket shall be sewn together on 1.5 inch centers with a degradable thread. Type II Erosion Control Mats will be installed in road side ditches after grading and seeding have been completed.

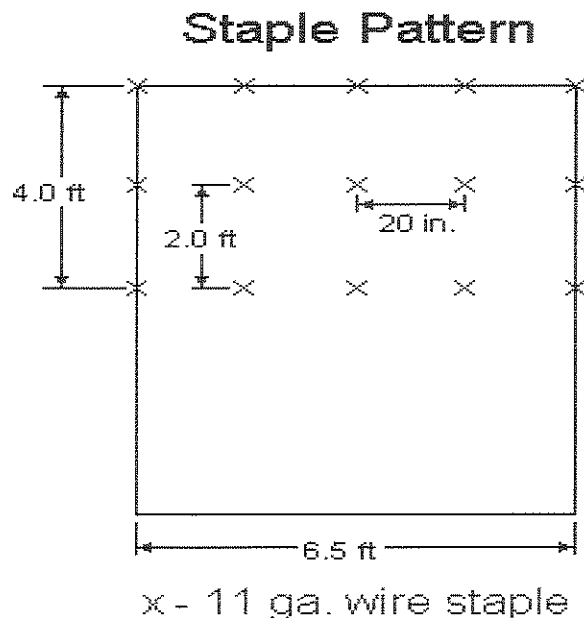
B. Installation:

Installation should occur as soon as construction will allow after seeding or as directed by the Engineer. Staples for installation of the erosion control mat will be No. 11 gauge wire and at least six to eight inches long. Staples will be placed according to the staple pattern shown below.

C. Method of Payment:

The unit price for Type III Erosion Control mat will be measured in square yards. The work will include furnishing, installing, and maintaining the erosion control mat.

Staple Pattern:



TYPE I INLET PROTECTION:

A. General:

Type I Inlet Protection will be used around all grate inlets. Type I Inlet Protection consists of a wood framed box covered with silt fence fabric as shown in the plan set detail. The inlet protection will prevent soil particles carried by water from entering the stormwater system.

B. Installation:

Installation should occur as soon as construction will allow or as directed by the Engineer.

Silt fence will be stapled to the 2x4 frame and also buried at least 6 inches in the ground. Inlet protection will be removed after seeding and the installation of erosion control matting.

C. Method of Payment:

The unit price for Type I Inlet Protection will be measured as an individual unit for each grate inlet. The work will include furnishing, installing, maintaining and removing the inlet protection.

ROCK RIP-RAP:

Add the following to the Riprap Section:

A. Gradation

Type "A" Rock Riprap in accordance with Section 905 of the NDOR Standard Specification (1997 Edition).

COVER CROP SEEDING

A. General

The Contractor shall provide cover crop seeding as noted in the plans or as directed by the Engineer. The cover crop mix shall be as follows:

	<u>Application Rate</u>
Smooth Bromegrass, VNS	10 lbs pls/acre
Oats, Jerry	20 lbs pls/acre
Hairy Vetch	2.25 lbs pls/acre
Clover, Mammoth Red, VNS	2.25 lbs pls/acre
Switchgrass, NE 28	2.25 lbs pls/acre

The cover crop seeding shall be fertilized with the follow mix:

	<u>Application Rate</u>
18-46-0 Fertilizer	200 lbs/acre
Zinc Sulfate Monohydrate	20 lbs/acre

The seeded areas shall be mulched and fertilized, except as noted herein, in accordance with the requirements of Chapter 30 of the City of Lincoln Standard Specifications for Municipal Construction.

Section 30.03 of the City of Lincoln Standard Specifications for Municipal Construction shall be amended to stipulate that the Contractor shall be responsible for adequately watering and maintaining all seeded areas for a period of 30 days following the initial seeding operation. Maintenance of these areas shall include all required watering and weed control. Any portion of the seeded area that has not established and is not in good growing condition at the end of the thirty day period shall be reseeded at the expense of the Contractor. If the areas have been reseeded then the maintenance period shall begin again for thirty days following completion of the reseeding.

B. Method of Payment:

Cover Crop Seeding will be measured to the nearest 0.1 acre and paid for at the contract unit bid price per acre for COVER CROP SEEDING. Such payment shall be full compensation for all labor, equipment, tools, materials, fertilizer, water, mulch, establishment period and incidentals necessary to complete the work.

Seeding of areas disturbed by installation of temporary surfacing shall not be paid for and shall be considered subsidiary to other items of work necessary to complete the project.

PAVEMENT MARKING AND SIGNING

GROUND SLEEVE:

A. Material

The ground sleeve shall be Foresight 19-VR18 or approved equivalent.

B. Installation

The Contractor shall be responsible for installing the ground sleeve as indicated in the plans prior to installation of the concrete medians. No coring shall be allowed to install the ground sleeve. In the event the ground sleeve is not installed, the concrete shall be removed to the nearest joint and reinstalled with the ground sleeve in place.

C. Method of Payment:

Measurement and payment for ground sleeves shall be at the contract unit bid price per each for GROUND SLEEVE. The bid price shall be full compensation for delivering and installing the ground sleeves and for all labor, equipment, tools, materials, and incidentals necessary to complete the work in accordance with the plans and these Specifications.

RAISED PAVEMENT MARKER (RPM):

A. General

Markers shall consist of an acrylic plastic shell filled with a tightly adherent potting compound. The shell shall contain two prismatic retroreflective faces as required to reflect incident light from a single or opposite directions.

B. Detailed Specification

1. Design and Fabrication

A. Dimensional Details

Overall Dimensions 10.16cm X 10.16cm X 1.78cm (4in. X 4in. X 0.7in.)

Slope of Reflecting Face 30° to base

Area of Each Reflecting Surface 21.0 sq cm (3.25 sq in)

B. Material

The shell shall be molded of methyl methacrylate conforming to ASTM D788 Grade B.

Filler shall be a potting compound selected for strength, resilience, and adhesion adequate to pass physical requirements as outlined below.

C. Surface

The outer surface of the shell shall be smooth except for purposes of identification. The base of the marker shall be substantially free from gloss and substances that may reduce its bond to adhesive.

C. Optical Requirements

1. Definitions

Horizontal entrance angle shall mean the angle in the horizontal plane between the direction of incident light and the normal to the leading edge of the marker.

Observations angle shall mean the angle at the reflector between the illumination axis and the observation axis.

Coefficient of luminous intensity (CIL) shall mean the ratio of the luminous intensity of the retroreflector in the direction of observation to the illuminance at the retroreflector on a plane perpendicular to the direction of the incident light. For markers, CIL is expressed in millicandelas per incident lux (mcd/lx). The equivalent English term is specific intensity expressed in candles per foot candle (cd/ft c).

2. Optical Performance

A. Coefficient of Luminous Intensity (Specific Intensity)

For each lot consisting of 10,000 markers or less, select 20 markers at random for coefficient of luminous intensity check. Photometer in accordance with procedure 2B. Coefficient of luminous intensity of each retroreflecting surface shall be not less than shown in Table1 when the incident light is parallel to the base of the markers. Failure of more than 10% of the retroreflecting faces shall be cause for rejection of the lot.

TABLE 1 COEFFICIENT OF LUMINOUS INTENSITY (SPECIFIC INTENSITY) REQUIREMENTS

Observation Angle	Horizontal Entrance Angle	Coefficient of Luminous Intensity (mcd/lux)					Specific Intensity (cd/ft)				
(degrees)	(degrees)	White	Yellow	Red	Green	Blue	White	Yellow	Red	Green	Blue
0.2	0.0	279	167	70	93	23	3.0	1.8	0.75	1.0	0.28
0.2	20	112	67	28	37	10	1.2	0.7	0.3	0.4	0.11

B. Optical Testing Procedure

A random lot of retroreflectors shall be tested. Specific intensity shall be measured at 30.5 m (100 feet) test distance, spacing between source center and receptor center shall be 5.33 cm (2.1 in), receptor diameter and source diameter shall each be 2.54 cm (1.0 in). Other test distances 15.2 m (50 feet) and above may be used provided that the angular aperture requirements are met. (See ASTM E809, Measuring Photometric Characteristics of Retroreflectors.

3. Color

Color shall conform to the color requirements of ASTM D4280. Test method is provided in ASTM 4280 if required.

D. Physical Properties

1. Flexural Strength Requirements

Markers conditioned to 23° +/- 2°C (73.4° +/- 3.6°F) shall support a load of 909 kg (2000 lbs) as applied in the following manner:

A random sample of three markers shall be selected for test purposes.

In accordance with ASTM D4280, center the marker base down over the open end of a hollow metal cylinder 2.5 cm (1 in.) high, 7.6 cm (3 in.) I.D., 8.9 cm (3.5 in) O.D. Apply a load to the top of the marker through a 2.5 cm (1 in) diameter by 2.5 cm (1 in) high metal plug centered on the top of the marker. Rate of loading shall be 0.5 cm (0.2 in) per minute.

Failure shall constitute either breakage or significant deformation of the marker at any load of less than 909 kg (2000 lbs).

E. Adhesive

The type of adhesive to be used on this project shall be designated by the contractor bearing in mind that the RPM must remain bonded to the raised median/island for a period of one (1) year from date of installation. It will not be paid directly but shall be considered subsidiary to installation of prismatic reflective raised pavement markers.

F. Surface Preparation

Surface Preparation for installation of prismatic reflective raised pavement markers will not be paid directly but shall be considered subsidiary to the installation of RPM's. Unsound pavement or other materials which could adversely affect the bond of the adhesive shall not be an acceptable surface.

G. Raised Pavement Marker

The marker shall have the reflector face positioned as indicated in the plans. Minor variations from the Specifications for Prismatic Reflector Pavement Marker may be allowed at the Engineers discretion. A sample of markers not meeting these specifications must be submitted, for approval, prior to awarding of the bid to 531 West Gate Blvd., Lincoln, NE.

H. Method of Payment

Measurement and payment for raised pavement markers shall be at the contract unit bid price per each for RAISED PAVEMENT MARKER. The bid price shall include full compensation to furnish and install raised pavement markers, and for all labor, equipment, tools, materials, and incidentals necessary to complete the work in accordance with the plans and these specifications.

SIGNS

A. General

These signs are regulatory, warning, guide, object markers, and information signs composed of a flat aluminum blank surfaced with reflective sheeting. The message shall be either directly applied or screened on the sign face, in the colors, size, and layout specified in the plans and Standard Highway Signs.

Reflective background sheeting for all signs shall meet the requirements of ASTM D4956. The following types shall be used when specified: Type I for Engineering Grade, Type III for High Intensity, Type IX for VIP Grade . Refer to the LSP for required sheeting type. Adhesive shall conform to Class 1.

B. Fabrication

All blanks shall be new aluminum meeting ASTM Specifications B209, Alloy 5052-H38 of the sizes as shown in the Standard Highway Signs and the MUTCD. The gauges shall be as follows. Signs less than 4 square feet shall be 0.063 inches thick, 4 square feet to less than 9 square feet shall be 0.08 inches thick, and 9 square feet or greater shall be 0.10 inches thick.

Signs 18 inches tall or more (Metro Street Name signs) shall be 0.125 inches thick.

All signs shall be smooth and free of burrs. Both sides of the blank shall be treated with an Alodine 1200 process or approved equivalent.

The Contractor shall apply the reflective sheeting without visible seams or joints. Reflective sheeting shall be mechanically applied as per manufacturer's recommended procedures and equipment.

The message, legend, and border of signs shall be applied by either screening or electronic cuttable (EC) film.

C. Installation and Removal

The bottom height of all signs shall generally be 7 feet above the ground or surface, unless otherwise specified in the MUTCD. If using a utility pole, the Contractor shall get approval from the appropriate pole owner to install a traffic control sign.

All signs on the roadway shall be mounted so that any edge of the sign which is adjacent to a roadway shall be a minimum of 2 feet from the face of curb. This distance shall be as close as possible to 2 feet from the face of curb.

The back of each sign shall have the month and year (MM/YY) that the sign was installed, in 1 inch black letters.

All signs that are installed shall have a fabrication date of no more than 6 months prior to the installation date and will not have been used previous to this installation.

The removal of the existing signs shall be coordinated with the Engineer to assure required signs are in place during all construction phases. These traffic signs, fastening hardware, and posts shall be returned to 901 North 6th Street. All material damaged during removal, relocation, storage or reinstallation shall be repaired or replaced by the Contractor at their expense. The Contractor is responsible to prove if any material was damaged prior to removal.

D. Inspection and Warranty

Each sign installation will be reviewed by the engineer. If a sign does not meet the standards shown in this document, MUTCD, or the LSP, it shall be replaced or relocated at the Contractor's expense.

All Street Name sign layouts shall be reviewed and approved by City staff prior to fabrication.

Following initial completion of all traffic sign installations, there will be a 1 year observation period during which the Contractor, at no expense to the City of Lincoln, shall replace or reinstall any traffic sign that the Engineer determines is not installed properly or does not follow this specification.

E. Method of Payment

Signs shall be paid for at the contract unit price bid based on size. The three sign categories are small (signs less than 4 square feet), medium (4 square feet to less than 9 square feet), and large (9 square feet or larger). These bid amounts shall be full compensation for installing a new sign, connecting and mounting hardware, and for all labor, equipment, tools, materials, and incidentals necessary to complete the work in accordance with the plans and these Specifications.

Signs that are constructed from the fluorescent yellow green (FYG) material shall be paid for at a contract unit bid price per each assembly. This bid amount shall be full compensation for providing and installing new signs, connecting and mounting hardware, and for all labor, equipment, tools, materials, and incidentals necessary to complete the work in accordance with the plans and these Specifications.

Removal of signs shall be paid for at the contract unit price bid based on unit price for

each assembly. Multiple signs on a single post shall be considered one assembly. This bid amount shall be full compensation for removing existing signing, post, connecting and mounting hardware, and for all labor, equipment, tools, materials, and incidentals necessary to complete the work in accordance with the plans and these Specifications.

Relocated signs during construction shall be subsidiary to the project. Any temporary signs needed throughout the project shall be the responsibility of the Contractor. All signs shall be reinstalled in the same location where they existed prior to removal unless plans show otherwise.

MOUNTING AND HARDWARE

A. "U" Channel Sign Posts

The Contractor shall use 5/16 inch Grade 5 cadmium plated bolts of appropriate length and nuts with a 5/16 inch cadmium plated washer. A nylon washer between the steel washer and sign face shall be used.

B. Street Name Sign Posts

The Contractor shall refer to the LSP to install the Street Name assembly. All hardware shall be Lyle E450 or approved equivalent.

When installing two 6 inch signs, the North/South Street shall be installed on top. When installing three 6 inches signs, the signs shall alternate, with each sign being perpendicular to the next. When installing one 9 inch and one 6 inch sign, the 9 inch sign shall be on top.

If there is NO "Stop" or "Yield" sign below the assembly, the top sign shall be the North/South street. If there is a "Stop" or "Yield" sign below the assembly, the bottom sign should align with the "Stop" or "Yield" sign.

If there is an additional sign below the Street name signs, the Contractor shall use a Pelco U-bolt Sign Clamp, SH-0206 or approved equivalent. A nylon washer shall be against the sign face to attach the sign.

C. Wood Poles

The Contractor shall use 2 inch by 5/16 inch cadmium lag bolts and cadmium plated washer. A nylon washer shall be between the lag bolt and the sign face. A Street Name bracket, as shown in the LSP, shall use a 5 inch by 3/8 inch cadmium plated lag bolt. The Contractor shall drive lag bolts in half way with a hammer and then screw in until tight.

D. Other Poles

The Contractor shall use stainless steel Band-It banding, 3/4 inch by 0.03 inch, Part No. C206, or approved equivalent. Stainless steel Band-It Buckles, Part No. C256, or approved equivalent shall also be used. The sign shall be secured to the banding with stainless steel Band-It Flared Leg Brack-It, Part No. D021, and its supplied stainless steel bolt or approved equivalent. Only stainless steel material shall be allowed.

E. Method of Payment

All mounting materials used are subsidiary to installing the sign and shall not be paid for separately.

“U” CHANNEL SIGN POSTS

A. General

The post shall be “U” in shape and be the appropriate length and weight. If the post is 8 foot long it shall weigh 1.5 pounds per foot; if 9 foot long, it shall weigh 2.5 pounds per foot. If the post is 11 foot long, it shall weigh 2 pounds per foot; if 12 foot or longer, it shall weigh 3 pounds per foot.

B. Material

Posts shall be fabricated from hot-rolled steel conforming to the requirements specified in ASTM A 499 for Grade 60 steel, and conform to the chemical requirements specified in ASTM A 1 from rails having nominal weights of 90 pounds per yard and heavier when manufactured.

The ground sleeve shall be Foresight 19-VR18 or approved equivalent.

C. Fabrication

The posts shall have holes from end to end. All holes shall be $\frac{3}{8}$ inch diameter which shall be punched, with a spacing of one inch from center to center, +/- 1/16 inch, beginning with the first hole at one inch from the top of the post.

The punching shall be done so that there will be no cracks radiating from the holes.

All posts shall be cleaned of all loose scale prior to finishing and painted with one or more coats of green alkyd resin, gloss enamel baked on or approved equivalent. This finish shall

produce a glossy appearance with satisfactory elastic and adhering properties of not be less than 1.5 mils in thickness.

After drying, the finish shall not crack or chip from the metal when struck a light blow with a hammer. It shall show no appreciable change in adhesion or appearance when immersed in water at room temperature for a period of 72 hours.

D. Installation

The 9 foot posts that are installed in concrete medians shall be mounted on breakaway ground sleeves made of steel.

The Contractor shall be responsible for installing the ground sleeve described in the LSP prior to installation of the concrete. No coring shall be allowed to install the ground sleeve. In the event the ground sleeve is not installed, the concrete shall be removed to the nearest joint and reinstalled with the ground sleeve in place.

The 11 foot posts shall be installed 2 feet 6 inches into the ground. The 12 foot posts shall be installed 3 feet into the ground.

The Contractor shall use U-channel posts except for street name signs. All signs shall be mounted such that there is no extra post above the sign.

E. Method of Payment

Payment for installation of the posts shall be made for the measured quantity at the contract bid price per linear foot. These bid amounts shall be full compensation for connecting and mounting hardware, and for all labor, equipment, tools, materials, and incidentals necessary to complete the work in accordance with the plans and these Specifications.

Payment for installation of the ground sleeve shall be made for the measured quantity at the contract bid price. The bid amounts shall be full compensation for the ground sleeve and for all labor, equipment, tools, materials, and incidentals necessary to complete the work in accordance with the plans and these Specifications.

STATUS OF UTILITIES

The City of Lincoln has existing water mains and sanitary sewers within the limits of the project. All necessary adjustments of sanitary sewer manholes shall be completed by the Contractor as part of the project as shown on the plans. No adjustment or relocation of water mains is anticipated as part of this project.

STATUS OF RIGHT OF WAY

It is anticipated that all right of way will be acquired, and physical possession held by the City of Lincoln, prior to the tentative starting date shown elsewhere in this proposal.

